	August	27,	1968
)ate			

Lt. JOSEPH J. SMITH, Officer in Charge, Marine Inspection Division, U. S. Coast Guard, 501 N. E. 1st Avenue, Room 301, Miami, Florida, advised that a Report on Vessel Cashalty or Accident (U. S. Treasury Department form No. CG 2092), was completed on August 12, 1968, by Captain C. J. ANDERSON, Master of the British Freighter "Caribbean Venture" with regard to the damage which that vessel suffered on August 8, 1968. Lt. SMITH made available a copy of this form which is attached.

On _	8/21/68 at Miami, Florida	File # <b>Miami 45-1168</b>
by	SA MICHAEL E. CRANE:ed	Date dictated

### TREASURY DEPARTMEN U. S. COAST GUARD CG-2692 (Rev., 4-61)

## REPORT OF VESSEL CASUALTY OR ACCIDENT

Form Approved Budget Bureau No: 48-R114.5

REPORTS CONTROL SYMBOL MYI-4017

INSTRUCTIONS

1. An original and two copies of this form shall be submitted, without delay, to the Officer in Charge, Marine Inspection, in whose district the casualty occurred, or in whose district the

vessel first arrived after such casualty.

2. If the person making the report is a licensed officer on a vessel required to be manned by such officer, he must make the report in writing and in person to the proper Marine Inspector.

If here was a figurature it may be inconvenient for If because of distance it may be inconvenient for such an officer to submit the report in person, he may submit the required number of copies by mail. However, to avoid delay in investi-

 This form should be completed in full; blocks which do not apply to a particular case should be indicated as "NA". Where answers are unknown or none, they should be indicated as such. All copies should be signed.

NOTE: (1) Report all deaths and injuries, which incapacitate in excess of 72 hours, on CG-924E whether or not there was a vessel casualty.

(2) Attach separate Form CG-924E to this report for each person killed or injured and incapacitated in excess of 72 hours as a result of the vessel

gations, it is desired that reports	be submitted in person.	casualty re	eported he	rein.	
To:				DATE SUBM	ITTEO
Officer in Charge, Marine Ir	aspection, Port of THE ARTE	<b>1</b>	• ;	•	-868
				12-	-0-00
1. NAME OF VESSEL	<del></del>	RS OF VESSEL		•	
ł	2. OFFICIAL NUMBER	3. HOME PORT		4. NATIONAL	.iTY
CAPTERIAN TERRITOR	305/57	विवासीय अवस्थात् स		1777	र विकास के व्य
5. TYPE OF VESSEL(Frt., pass., tkr., etc)	6. PROPULSION(Steam, diesel, etc)	7 GROSS TONNAGE		8. REGISTE	RED LENGTH OR L.O.A.
9. HULL MATERIALS	DIESET,	T547.49	• • • •	777	t na r
9. HULL MATERIALS	10. YEAR BUILT	TEAT 49		<del></del>	<del>-                                    </del>
Sprange	70/0	TRANSMIT	RECEIVE	: <u>  [35</u> 27	OICE CW (Key)
STUTE 12. (a) RADAR EQUIPPED	<u></u>	(b) IF YES, RADAR OPERAT		C45.3**	
YES	☐ NO	YES	- №		,
13. (a) CERTIFICATE OF INSPECTION IS	SUED AT PORT OF	(b) DATE CERTIFICATE O		- ·	
				ON 1550ED	
IA CONTRACTOR OF SECOND		NO D	ান্দ্ৰ-	<del></del>	
14. (a) NAME OF MASTER OR PERSON IN	CHARGE (Indicate which)	(b) DATE OF BIRTH .		(c) LICENSI	ED BY COAST GUARD
15(a) NAME OF PILOT(II on Search at lime	ATTO TO COM	26.TT.32		YE:	
15(a) NAME OF PILOT (II on board at lim	o of accident)	(b) PILOT SERVING UNDER	AUTHORIT	Y OF LICEN	SE ISSUED BY
Vessel alones	ide	uscg	s	TATE	FOREIGN
16. (a) NAME OF OWNER(S) OPERATOR(S)	OR AGENT (Indicate which)	(b) ADDRESS OF OWNER(S)	. OPERATOR	(S). OR AGE	NT .
0vmers		EXCHANGE BUILD	פמודת	MIAVETN	,
Harriment and an Shinning	r Companie	175 (CASG7.P. 197		POTER OFFICE	<del>.</del> •
and the second s		ARS OF CASUALTY	<i>منشنشنش</i> و.	*********	
17.(a) DATE OF CASUALTY	(b) TIME OF CASUAL TY(Local or		<del></del>	(d) TIME OF	DAY
6-8-68	zone)	•••		T DAY	
18. LOCATION OF CASUALTY (Letitude an	T3T5 Fine			ب ست	
, was the same of	· · · · · · · · · · · · · · · · · · ·	searing from charted object	ct; dock; ar	ichorago; et	c.)
Pier No.3.MIAI	Π.				•
		·			
19 BODY OF WATER (Geographical name)	20 RULES OF THE ROAD APPLICA	BLE   INLAND	GREAT L	AKES [	WESTERN RIVERS
	INTERNATIONAL	OTHER (Specify)			en 🕶 🐪 en 🙀 en 🚅
21. (a) DID CASUALTY OCCUR WHILE UNDE	R#AY: YES NO				
(b) IF YES, LAST PORT OF DEPARTURE		(c) IF YES, WHERE BOUN	NO WHEN CA	SUALTY OCC	JRRED
· ·					
22. (a) WEATHER CONDITIONS WHEN CASU	ALTY OCCURRED:				
CLEAR PARTLY CLOUDY	OVERCAST FOG R	AIN SHOW O	THER (Spec	110)	
	(c) WIND DIRECTION	(d) FORCE IN KNOTS	(a) GUSTY		(D AIR TEMPERATURE
	Light airs.	7/0	YES		0
23 (a) SEA CONDITIONS WHEN (b) SEA WAT		1/2	<del> </del>		85°F,
CASUALTY OCCURRED (If avail	able)	(d) DIRECTION OF SEA	(a) HE I GHT	OF SWELL	(1) DIRECTION OF SWELL
	<u> </u>		<u> </u>		
24.(a) NATURE OF CARGO (Specify)	(b) AMOUNT OF DRY CARGO (Long tone)	(c) AMOUNT OF BUIK LIE (Long tone)	9010		OF DECK LOAD
No cargo enboard		(month tone)		(Long to	ne)
THE CETTER OFFICIALLY	1.	10 % 10 %	l		
25. (a) DRAFT FORWARD ,	4.5	(b) DRAFT AFT			·
	and the control of th				
ĪĄ¹C	)O <sub>44</sub>		IA106	17	
,		(b) NO. LIVES SAVED WIT	IA 106		NG EQUIPMENT SATIS-
IA 10		(b) NO. LIVES SAVED WIT SAVING EQUIPMENT		(c) LIFESAY FACTORY	🚉
IVIC		(b) NO. LIVES SAVED WIT SAVING EQUIPMENT		(c) LIFESAY	NG EQUIPMENT SATIS-  NO (If no, explain in item 34)

27.	CREW PASSENGERS OTHER (Specify)	28	ESTIMATED LOSS DAMAGE TO YOUR VESSEL \$
NUM	ABER ON EOARD 20 mil mil		ESTIMATED LOSS DAMAGE TO YOUR CARGO \$
DEA	AD/MISSING nil nil nil	1	ESTIMATED LOSS DAMAGE TO OTHER PROPERTY \$
INC	CAPACITATED (over 3 days) nil nil nil		(Specify whether vessel, dock, bridge, etc.)
29.	NATURE OF THE CASUALTY (Check one or more of the following. Giv	e perti	nent details in item 30.)
	COLLISION WITH OTHER VESSEL(S) (Specify)	4,5	EXPLOSION/F.FRE-(Other)
		1	GROUNDING
			FOUNDER (Sinking)
	COLLISION WITH FLOATING OR SUBMERGED OBJECTS		CAPSIZING WITHOUT SINKING
	COLLISION WITH FIXED OBJECTS (Piers, bridges, etc.)	7	FLOODING, SWAMPING, ETC., WITHOUT SINKING
	COLLISION WITH ICE	1	HEAVY WEATHER DAMAGE
	COLLISION WITH AIDS TO NAVIGATION		CARGO DAMAGE (No vessel damage)
	COLLISION (Other)		MATERIAL FAILURE (Vessel structure)
	EXPLOSION/FIRE (Involving cargo)		MATERIAL FAILURE (Engineering machinery, including main
	EXPLOSION/FIRE (Involving vessel's fuel)	]	propulsion, auxiliaries, boilers, evaporators, deck machinery, electrical, etc.)
,	FIRE (Vessel's structure or equipment)		EQUIPMENT FAILURE
	EXPLOSION (Boiler and associated parts)		CASUALTY NOT NAMED ABOVE
	EXPLOSION (Pressure vessels and compressed gas cylinders)		
		<del></del>	*

30. DESCRIPTION OF CASUALTY (Events and circumstances leading to casualty and present when it occurred. Attach diagram and additional sheets, if necessary)

Bomb explosion in way of lower main seawater injection

31. DAMAGE (Give brief general description and state if vessel is a total loss.)

Forward grid on Lower Main Seawater Injection Seabox blown off and floor plating turned into vessel's hull. After grid disappeared altogether with hole in vessel's hull in that vicinity 55" x 32", with hull plating turned into vessel. Plating buckled with fractures into starboard side of hole. A fracture apprx. 40" x 5" to the centre of the hole and about 12" aft of the hole.

Engine Room completely under water and no detailed damage of Engine Room machinery etc. possible.

III ASSISTANCE A	ND RECOMMENDATIONS
32. AUTO ALARM TRANSMITTED BY YOUR VESSEL: YES	no no
33(a) ASSISTANCE RENDERED BY STATIONS AND VESSELS (Include Coast Quard and other stations and vessels)	(b) OTHER ASSISTANCE RENDERED
Coast Guard gave telephone number from where assistence could be obtained.	London Salvage Co.
34. RECOMMENDATIONS FOR CORRECTIVE SAFETY MEASURES PERTINENT TO equipment)	THIS CASUALTY (Include explanation of unsatisfactory lifesaving
TIRE NASTER.	SIGNATURE ADY MINICIPLES
<u> </u>	GPO 952-157

Date August 14, 1968

JOSEPH MOODY, U. S. Coast Guard, Miami Beach, Florida, who is a diver attached to this Coast Guard Station, was interviewed concerning the size and nature of the hole in the bottom of the "Caribbean Venture." MOODY has seven years diving experience and during the course of this experience has conducted a variety of underwater missions for the U. S. Coast Guard.

After examining the underside of the "Caribbean Venture", WOODY stated that although the visibility was very poor due to the murky water and location of the ship, he would estimate that the hole blown in the bottom was approximately three feet wide and five feet long. He stated this hole was located amidships slightly to the starboard side, and appears to have occurred in the area where two strainers or grills are located over the main water injection intake. (After reviewing a sketch of the ship shown to him by the Engineer, MOODY stated this would appear to be in the area of ribs 55, 56, and 57). MOODY stated that the strainers. or grills that are attached to the intakes are attached to the bottom of the ship with numerous bolts and that to take off one of these grills or strainers is a three or four. hour job. He stated that during the course of his Coast Guard duties, he has, on occasion, removed such a strainer and that is on what he bases his opinion.

MOODY advised that after observing the hole, he would say that the explosion was caused by an explosive which was attached to one of the strainers or grills, inasmuch as all metal in that area was blown inward. He stated he could not locate either one of the grills which should be covering the intake, and that he presumes they were either blown into the ship, or blown into pieces and fell to the bottom of the harbor.

WOODY stated that in his opinion, the explosive was attached to the grill, probably either by wire of some type of toggling device by a swimmer who used air tanks.

MOODY advised that the hole in the bottom of the ship was large enough for both he and the diver from

On _	8/8/68 at Miami, Florida	File # <b>Miami 45-1168</b>
3	SAS JOSEPH C. FRECHETTE and	
bv _	MICHAEL P. DOOHER JCF:ed	Date dictated <b>8/13/68</b>

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MM 45-1168 2

the Dade County Public Safety Department to enter and observe the interior. He stated, however, that due to the poor visibility, approximately one foot, he was unable to ascertain if any parts of the hull, the strainer, or explosive devices were located inside.

MOODY stated that judging from his own past experience, he would say that the explosive was attached to the strainer or grill by an experienced skin diver. He stated this diver would, of necessity, have had to use underwater swimming tanks inasmuch as he knows of no one who could have accomplished such a feat without the aid of tanks. He stated that he believes that in this ship, or any other ship, the injection intakes can be located by an experienced diver by merely locating the smokestack on the ship and proceeding across the hull dead center from the stack. The intake could then be located by swimming either 15 or 20 feet fore or aft MOODY stated, however, that in from that section. order to locate anything on the underside of the ship, it takes a very experienced diver either using the seams of the ship, or a compass in order to keep from getting disoriented due to the darkness.

MOODY stated that he believes that this hold was made by a "shape charge".

1

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On _	8/21/68 at	Miami, Flor	ida	File # Miami	45-1168
by	SA MICHAEL 1	E. CRANE:ed		Date dictated	8/27/68

### TREASURY DEPARTMENT U. S. COAST GUARD CG-2592 (Rev., 4-61)

## REPORT OF VESSEL CASUALTY OR ACCIDENT

Form Approved Budget Bureau No. 48-R114.5

REPORTS CONTROL SYMBOL MYI-4017

INSTRUCTIONS 1. An original and two copies of this form shall be submitted, without delay, to the Officer in Charge, Marine Inspection, in whose district the casualty occurred, or in whose district the vessel first arrived after such casualty.

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gations, it is desired that reports	s be submitted in person.	casualty re	ported herein.
To:			DATE SUBMITTED
Officer in Charge, Marine Ir	aspection, Port of THANT		12-8-68
	I PARTICIII A	RS OF VESSEL	
1. NAME OF VESSEL	· · · · · · · · · · · · · · · · · · ·	3. HOME PORT	4. NATIONALITY
CARTERIAN TOWNSHIPS			
5. TYPE OF VESSEL (Frt., pass., tkr., etc)	305/57 6. PROPULSION(Steam, diesel, etc)	7 GROSS TONNAGE	8. REGISTERED LENGTH OR L.O.A.
			o. REGISTERES ECHGIN ON E.U.A.
9. HULL MATERIALS	DTRSET:	TEAT 49	
Someof,		TRANSMET 2	RECEIVE CW (Key)
12. (a) RADAR EQUIPPED YES	□ NO	(b) IF YES, RADAR OPERAT	ING AT TIME OF CASUALTY
13. (a) CERTIFICATE OF INSPECTION IS	SUED AT PORT OF	(b) DATE CERTIFICATE OF	INSPECTION ASSUED
		NO D	
14. (a) NAME OF MASTER OR PERSON IN	CHARGE (Indicate which)	(b) DATE OF BIRTH .	(c) LICENSED BY COAST GUARD
MACOUR Cont C. I	ATTOTTOGOST	26.11.32	YES E NO
15(a) NAME OF PILOY (II on board at lim	of accident)	(b) PILOT SERVING UNDER	AUTHORITY OF LICENSE ISSUED BY
Vessel alonge	ide.	USCG	STATE FOREIGN
16. (a) NAME OF OWNER(S) OPERATOR(S)		(b) ADDRESS OF OWNER(S)	. OPERATOR(S) . OR AGENT
<u>Omers</u>		EXCHANGE BUILD	DIEGS, QUAYSIDE,
Harrimphanian Shinning	r Commany	TE CASETAL FET	
		ARS OF CASUALTY	The state of the Contract of the state of th
17.(a) DATE OF CASUALTY	(b) TIME OF CASUALTY(Local or zone)	(c) ZONE DESCRIPTION	(d) TIME OF DAY
<u></u>	T3T5 Hmg.	•	TWILIGHT TWILIGHT
.18. LOCATION OF CASUALTY (Latitude an	nd longitude; distance and TRUE b	earing from charted object	t; dock; anchoragu; etc.)
Pier No.3.MIA	•		
19 BODY OF WATER (Geographical name)	20 BULES OF THE BOAD ADDITION	BLE   INLAND	L'engage de la company de la c
(4003.4)			GREAT LAKES WESTERN RIVERS
	INTERNATIONAL .	OTHER (Specify)	
21. (a) DID CASUALTY OCCUR WHILE UNDE	SAAV: D VEG D NO		
(b) IF YES, LAST. PORT OF DEPARTURE	ERHAY: YES NO	LANE VEC WHERE DOWN	
to the second of the second of		(C) IF TES, WHERE BOOM	D WHEN CASUALTY OCCURRED
22. (a) WEATHER CONDITIONS WHEN CASU	ALTY OCCURRED:		
CLEAR PARTLY CLOUDY	OVERCAST FOG R	AIN SNOW O	THER (Specify)
(b) VISIBILITY (Miles, yds., ft., etc.)	(c) WIND DIRECTION	(d) FORCE IN KNOTS	(a) GUSTY (1) AIR TEMPERATURE
	Light airs.	1/2	TYES NO 85°
23.(a) SEA CONDITIONS WHEN (b) SEA WAT CASUALTY OCCURRED (If avail	TER TEMP (c) HEIGHT OF SEA	(d) DIRECTION OF SEA	(e) HEIGHT OF SWELL (I) DIRECTION OF SWELL
24.(a) NATURE OF CARGO (Specify)	(b) AMOUNT OF DRY CARGO (Long tone)	(c) AMOUNT OF BUIK LIC (Long tone)	OUID (d) AMOUNT OF DECK LOAD (Long tons)
No cargo onboard			
25.(a) DRAFT FORWARD,		(b) DRAFT AFT	
IĄ C			IA 10611
26.(a) TYPES OF LIFESAVING EQUIPMENT	USED, IF ANY	(b) NO. LIVES SAVED WITH	H LIFE- (c) LIFESAVING EQUIPMENT SATIS-
NONE		SAVING EQUIPMENT	FACTORY YES NO (If no, explain in
1.01.5	the state of the s	1	
		·	Item 34)

27. CREW PASSENGERS OTHER (Specify)	28 ESTIMATED LUSS DAMAGE TO YOUR VESSEL \$
NUMBER ON BOARD 20 7117 TIT	ESTIMATED LOSS DAMAGE TO YOUR CARGO \$
DEAD/MISSING nil nil nil	ESTIMATED LOSS DAMAGE TO OTHER PROPERTY \$
INCAPACITATED (over 3 days) mil nil nil	(Specify whether vessel, dock, bridge, etc.)
29. NATURE OF THE CASUALTY (Check one or more of the following. Give	
COLLISION WITH OTHER VESSEL(S) (Specity)	EXPLOSION/F.IRE-(Other)
	GROUNDING
	FOUNDER (Sinking)
COLLISION WITH FLOATING OR SUBMERGED OBJECTS	CAPSIZING WITHOUT SINKING
COLLISION WITH FIXED OBJECTS (Piers, bridges, etc.)	FLOODING SWAMPING, ETC. WITHOUT SINKING
COLLISION WITH ICE	HEAVY WEATHER DAMAGE
COLLISION WITH AIDS TO NAVIGATION	CARGO DAMAGE (No vessel damage)
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EXPLOSION/FIRE (Involving vessel's fuel)	propulsion, auxiliaries, boilers, evaporators, deck machinery, electrical, etc.)
FIRE (Vessel's structure or equipment)	EQUIPMENT FAILURE
EXPLOSION (Boiler and associated parts)	CASUALTY NOT NAMED ABOVE
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30. DESCRIPTION OF CASUALTY (Events and circumstances leading to ca	esualty and present when it occurred Attach diagram and additional
sheets, if necessary)	and the second of the second o
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turned into vessel's hull. After grid dhull in that vicinity 55" x 32", with he buckled with fractures into starboard sto the centre of the hole and about 12"	ide of hole. A fracture apprix. 40" x 5"
III ASSISTANCE A	ND RECOMMENDATIONS
22	NO .
33(a) ASSISTANCE RENDERED BY STATIONS AND VESSELS (Include Coast Quard and other stations and vessels)	(b) OTHER ASSISTANCE RENDERED
Coast Guard gave telephone number from	London Salvage Co.
where assistence could be obtained.	
34. RECOMMENDATIONS FOR CORRECTIVE SAFETY MEASURES PERTINENT TO	THIS CASUALTY (Include explanation of unsatisfactory lifesaving
equipment)	

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MM 45-1168 2

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Miami 45-1168 at Miami, Florida 8/21/68 SA MICHAEL E. CRANE: ed Date dictated -

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To:			DATE SUBMITTED
Officer in Charge, Marine Ir	spection, Port of THAME		12-8-68
Marie Commission of the Commis	I PARTICUL AI	DC AE VECCEI	157000
1. NAME OF YESSEL	·	3. HOME PORT	14
	2. OFFICIAL ROMBER	J. HOME FOR	4 NATIONALITY
5. TYPE OF VESSEL(Frt., pass., tkr., etc)	6. PROPULSION(Steam, diesel, etc)	THE TOWNS	<u> </u>
	1	7 GROSS TUNNAGE	8. REGISTERED LENGTH OR L.O.A.
9. HULL MATERIALS	DTESET,	TEAT 49	3II St. 5 in.
Supert, 12. (a) RADAR EQUIPPED	I968		RECEIVE VOICE CW (Key)
YES YES	□ NO	YES YES	ING AT TIME OF CASUALTY
13. (a) CERTIFICATE OF INSPECTION IS	SUED AT PORT OF	(b) DATE CERTIFICATE OF	INSPECTION ISSUED
T.IT AT		NO DA	
14. (a) NAME OF MASTER OR PERSON IN		(b) DATE OF BIRTH	(c) LICENSED BY COAST GUARD
		26.II.32	YES F- NO
15(a) NAME OF PILOT(II on board at time	6 of accident)	(b) PILOT SERVING UNDER	AUTHORITY OF LICENSE ISSUED BY
Vessel alenses		uscc uscc	STATE FOREIGN
Voscel alonco: 16. (a) NAME OF OWNER(S). OPERATOR(S)	OR AGENT (Indicate which)	(b) ADDRESS OF OWNER(S)	OPERATOR(S) OR AGENT
Owners		ETTER SEPREMENTA	DINGS, QUAYSIDE,
Hamiltumbersion Shinning	T Companie	175 (0.4807.D. 1970	ir. Arm
		ARS OF CASUALTY	tina di kantana di Santana anda antana a
17.(a) DATE OF CASUALTY	(b) TIME OF CASUALTY(Local or	c) ZONE DESCRIPTION	(d) TIME OF DAY
	TATA Hing		Z DAY NIGHT TWILIGHT
18. LOCATION OF CASUALTY (Latitude en	nd longitude; distance and TRUE b	earing from charted objec	t; dock; anchoragu; etc.)
Pier No.3.MIA	· ·		
	·		
19 BODY OF WATER (Geographical name)	ZO RULES OF THE ROAD APPLICAB	LE   INLAND	GREAT LAKES WESTERN RIVERS
	INTERNATIONAL	OTHER (Specify)	
21 ( ) 212			
21. (a) DID CASUALTY OCCUR WHILE UNDE	RMAY: YES NO		
(b) IF YES. LAST PORT OF DEPARTURE		(c) IF YES. WHERE BOUN	D WHEN CASUALTY OCCURRED
22 ( ) "5 - 5		<u> </u>	
22. (a) WEATHER CONDITIONS WHEN CASU		_	
CLEAR PARTLY CLOUDY			THER (Specify)
(b) VISIBILITY (Miles; yds., ft., etc.)	(c) WIND DIRECTION	(d) FORCE IN KNOTS	(a) GUSTY (I) AIR TEMPERATURE
22	light airs.	1/2	□ ''ES □ NO   85 ₹,
23.(a) SEA CONDITIONS WHEN (b) SEA WAT CASUALTY OCCURRED (If avail	TER TEMP (c) HEIGHT OF SEA	(d) DIRECTION OF SEA	( ) HEIGHT OF SWELL ( !) DIRECTION OF SWELL
24 (-) 10 20 20 20 20 20 20 20 20 20 20 20 20 20	1		
24 (a) NATURE OF CARGO (Specify)	(b) AMOUNT OF DRY CARGO (Long tone)	(c) AMOUNT OF BUIK LIQ	(d) AMOUNT OF DECK LOAD (Long tons)
No cargo onboard	***		
25. (a) DRAFT FORWARD ,		(b) DRAFT AFT	
ΙΛ100 <sup>π</sup>		IA 106"	
26.(a) TYPES OF LIFESAVING EQUIPMENT USED, IF ANY		(b) NO. LIVES SAVED WITH LIFE. (c) LIFESAVING EQUIPMENT SATIS-	
370273		SAVING EQUIPMENT	FACTORY YES NC (It no, explain in
NOME			item 34)

				·	
27.	CREW PASSENGERS OTHER (Specify)	-28	ESTIMATED LOS DAMAGE TO YOUR VESSEL	\$	
NUM	ISER ON BOARD 20 mil mil		ESTIMATED LOSS DAMAGE TO YOUR CARGO	\$	
DEA	D/MISSING nil nil (		ESTIMATED LOSS DAMAGE TO OTHER PROPERTY	\$	
INC	CAPACITATED (over 3 days) nil nil nil	1 .	(Specify whether vessel, dock, bridge, etc.)		
29.	NATURE OF THE CASUALTY (Check one or more of the following. Giv	e perti	nent details in item 30.)	· ·	
	COLLISION WITH OTHER VESSEL(S) (Specify)		EXPLOSION/FARE (Other)		
		1	GROUNDING .	14.4	
			FOUNDER (Sinking)		
	COLLISION WITH FLOATING OR SUBMERGED OBJECTS		CAPSIZING WITHOUT SINKING		
	COLLISION WITH FIXED OBJECTS (Plets, bridges, etc.)	7	FLOODING, SWAMPING, ETC., WITHOUT SINKING		
	COLLISION WITH ICE	1	HEAVY WEATHER DAMAGE		
·	COLLISION WITH AIDS TO NAVIGATION		CARGO DAMAGE (No vessel damage)		
•	COLLISION (Other)		MATERIAL FAILURE (Vessel structure)		
	EXPLOSION/FIRE (Involving cargo)		MATERIAL FAILURE (Engineering machinery, including main		
	EXPLOSION/FIRE (Involving vessel's fuel)	1	propulsion, auxiliaries, boilers, evaporatore, deck machinery, electrical, etc.)		
	FIRE (Vessel's structure or equipment)		EQUIPMENT FAILURE		
	EXPLOSION (Boiler and associated parts)		CASUALTY NOT NAMED ABOVE		
	EXPLOSION (Pressure vessels and compressed gas cylinders)	1.			
30	DESCRIPTION OF CASHALTY (Francis 2-4-1)	-			

DESCRIPTION OF CASUALTY (Events and circumstances leading to casualty and present when it occurred. Attach diagram and additional sheets, if necessary)

Bomb explosion in way of lower main seawater injection

31 DAMAGE (Give brief general description and state if vessel is a total loss.)

Forward grid on Lower Main Seawater Injection Seabox blown off and floor plating turned into vessel's hull. After grid disappeared altogether with hole in vessel's hull in that vicinity 55" x 32", with hull plating turned into vessel. Plating buckled with fractures into starboard side of hole. A fracture apprx. 40" x 5" to the centre of the hole and about 12" aft of the hole.

Engine Room completely under water and no detailed damage of Engine Room machinery etc. rossible.

III ASSISTANCE A	ND RECOMMENDATIONS
32. AUTO ALARM TRANSMITTED BY YOUR VESSEL: YES	E) NO .
33(a) ASSISTANCE RENDERED BY STATIONS AND VESSELS (Include Coast Guard and other stations and vessels)	(b) OTHER ASSISTANCE RENDERED
Coast Guard gave telephone number from where assistence could be obtained.	London Salvage Co.
34. RECOMMENDATIONS FOR CORRECTIVE SAFETY MEASURES PERTINENT TO equipment)  TITLE	SIGNATURE  A) 4 Milliana
1 &	GPO 952-157